



Mishawaka Communicator



In This Issue:

Downtown Parking
Battell Center Calendar

Front Street Sewer Project
Census Info

Working together to build the "Best Hometown in America" by delivering exceptional services, promoting safe and clean neighborhoods, elevating the quality of life, and inspiring pride in our community.

Mishawaka, Indiana

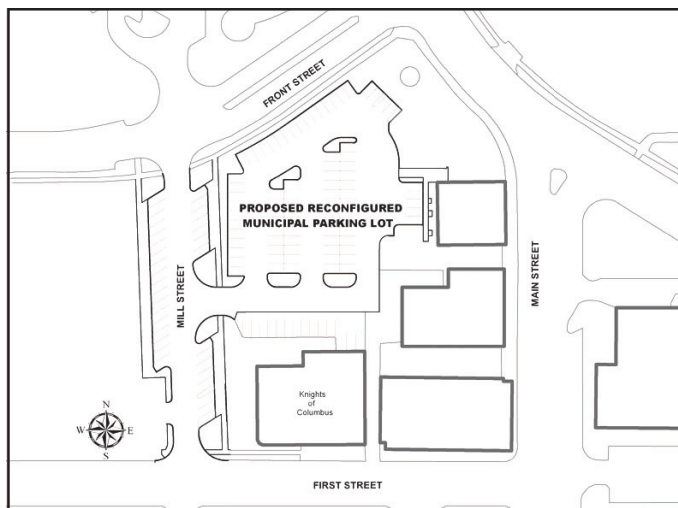
Jeff Rea, Mayor

February 2010

A Letter from Mayor Jeff Rea

Dear Friends and Neighbors,

One of the challenges to any historic downtown is providing adequate parking. Mishawaka is no different. In many cases buildings were constructed prior to the mass production of the automobile. Now over 100 years later, the City is challenged to meet the modern day building needs that is predominantly based on the automobile and the ability to find parking that is relatively close to area



businesses. Currently there isn't an area of land that is centrally located where a parking garage would make sense. Plus, the expense is prohibitive with an estimated cost of approximately \$20,000 per space, with no guarantee that it would be used if the City built one.

As such, the City has concentrated on a strategy to provide more surface parking, either along the street or in municipal lots to better serve the needs of the downtown. Maintenance of downtown parking lots is funded by low cost permits that are available for sale to area businesses. Of course, similar to a garage, finding space for additional surface parking is a challenge. This limitation has required us to re-evaluate existing parking areas and identify areas where expansion might occur.

You may have noticed the improvements made to the municipal parking lot located at the southwest corner of Church and First Streets this past fall. Improvements included reconstructing the lot with angled parking, providing decorative columns, lighting, signage, and fencing. The improvements were completed over an extended period of time and included the City Parks Department installing the landscaping to minimize the construction costs. The reconfigured lot combined with the parking established on First Street have not only provided much needed additional parking, but the reconfigured lot has also improved the appearance, access, and circulation at this prominent location.

In addition to the Church Street Lot, the City recently re-opened Mill Street between Front and First Streets. Mill Street used to be one-way connecting Main Street to First Street with a "Y" intersection. The origin of this configuration goes back many decades when it

(continued on back page)

nixle

Register online for this free service to receive up-to-the-minute neighborhood information where you live, work and visit.

www.nixle.com

Trash Questions?
Call BFI at 800-888-5783
Or the Street Department
258-1660



United States
Census
2010

- April 1, 2010 -

"It's In Our Hands"

St. Joseph County, Indiana

In 2010 the U.S. Census Bureau will issue a call to action for every resident of our nation: "Be Counted". The 2010 Census is important. It determines the distribution of \$300 billion annually of government funding for critical community services, and also generates thousands of jobs across our country. For more information about Census jobs, or on how to become a 2010 Census partner, go to www.census.gov/2010.

A Letter From Mayor Jeff Rea (continued)

was envisioned that Mill Street would carry the majority of the south bound traffic through the downtown, in a manner similar to the way downtown South Bend is configured today with diverging one-way streets. This plan was only partially implemented, the construction of Liberty Mutual and the demolition of the former Uniroyal complex significantly changed transportation needs and opportunities.

Mill Street as it has now been re-configured is a two way street with angled parking. The City acquired and demolished the commercial building at 207 N. Mill Street, and the Frosted Mug bar on First Street, specifically to align Mill Street with the portion of Mill Street constructed north of Front Street to provide access to the Ironworks building and Beutter Park. This alignment re-establishes a portion of the City transportation grid and will help traffic flow in and around downtown. The Mill Street project includes the expansion of the municipal parking lot located north of the Knights of Columbus. Although the Mill Street portion was completed in the fall, the municipal parking lot portion of the project will not be completed until the spring after the weather breaks. Once completed, an additional 40 parking spaces will be provided to service both the existing downtown and future development that will ultimately happen on the Ironworks site.

Over time the City will look for additional ways to support our Historic Downtown to help continue to make it a place where people want to work, shop, eat and live.



Battell Calendar



Blood Pressure Testing
Tuesday, February 2nd

Creative Watercolor Class
begins Thursday, February 4th



Beginning Tai Chi Class
begins Wednesday,
February 17th

February 18th—The Needle Works presents a sewing workshop. Child's Travel Napper Pillow.



Yoga Class Begins Tuesday,
February 23rd

Call Battell Center for more
details at 258-1667.

Front Street Sewer Improvements

In 2004, Mishawaka entered into negotiations with the USEPA and IDEM regarding Mishawaka's Long Term Control Plans (LTCP) to reduce Combined Sewer Overflow (CSO) discharges /during major storm events. The City of Mishawaka currently has 21 CSO discharge points to the river and each the LTCP identifies improvements to control regulated overflows as required by the EPA and IDEM. Over the last 5 years, consultants have grouped CSO's throughout the city into five sewer service areas with specific improvements planned for each area to increase capacity of the sewer system to convey the flows to the wastewater treatment plant and not overflow into the river. These proposed improvements have been fully evaluated by the EPA and IDEM, which required several submissions to address their comments with, plans being finalized in spring of 2009.

One of the areas is the Central Area, which identified upgrades to the trunk sewer system located within the Front Street Project Corridor. As the new streets were designed consultants are taking advantage of the opportunity to construct major sections of the sanitary sewer system that have been identified as part of the LTCP. The Front Street Sewer project which closed Main Street for three weeks last summer was one of those projects. It consisted of installation of approximately 500 feet of 48" trunk sewer pipe parallel to an existing 36" sewer that consultants

identified as near capacity. This phase extended from the intersection of Mill Street eastward to a junction chamber from River Crossing No. 2 just south of the river. Due to the significant number of existing sanitary sewers, water mains, storm sewers and other utilities this project utilized PVC pipe to enable the large diameter sewer to fit in the confined area available.

With future projects planned to upgrade the Central Area LTCP, the 48" parallel sewer will ultimately connect to and include an expanded river-crossing with three new 24" lines scheduled for construction early in 2010. The new river crossing will provide additional capacity to carry flows rerouted from CSO's on the north side of the river and additional sanitary waste from a growing north-east portion of the City.

